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NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT,
Subscription, paid in advance, \$12
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the World \$2.

Hongkong Daily Press.

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FIRING 8 SHOTS in 2 SECONDS.
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Hongkong, 14th May, 1908. a32

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Hongkong, 23rd May, 1908.

47

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Hongkong, 24th July, 1905. a177

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PER DAY \$4 to \$7 according to Room selected

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THE HONGKONG DISPENSARY,

ALEXANDRA BUILDINGS.

Hongkong, 27th May, 1908.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news column
should be addressed to THE EDITOR.Correspondents must forward their names and addresses
with communications, addressed to the
Editor, not for publication but as evidence of good
faith.All letters for publication should be written on
one side of the paper only.No anonymously signed communications that have
already appeared in other papers will be inserted.Orders for extra copies of DAILY PRESS should be
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HONGKONG OFFICE: 10A, DES VENUS ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

Hongkong, MAY 30TH, 1908

It is a pity that all the stirrers up of
strife in San Francisco, the rabid scribblers
whom it is our shame to have to recognise
as brother journalists, could not have been
collected on board the "Tenyo Maru",yesterday to listen to the sane and sensible
comments of the American Consul here.Their opportunity will doubtless come when
the wonderful new steamer gains the other

side of the Pacific, and we hope that it will

make some difference to their attitude
towards a phenomenon that foreigners are
partly responsible for evoking. To walk

over the "Tenyo Maru" yesterday was to

marvel at the changes possible in so short a

time as three or four decades. When each

individual of the company assembled at

tiffin was a puny infant or a whining
schoolboy, the Japanese dreamed of no ship

larger than an ordinary sized junk. How a

nation may wax as fast as an individual
was illustrated by this wonderful steamer,

the first turbine-propelled craft in local

waters, with decks so numerous that the

alphabet has had to be employed to identify

one from another. The mere figures

enormous as they are, of displacement and

tonnage, convey no adequate idea of this

triumph of Japanese ambition, enterprise

and ship-building. The drawing-room by

itself was impressive, and exemplifies the

distinctive artistic taste of our allies in a

striking way. Panels of perfection, hangings of great price, furniture that would be congruous in a royal palace ashore, and the whole edifice and compilation—mirabile dictu—a mass of flotsam to be exposed to the mercy of the winds and waves. Our grandfathers who went to sea in quite other fashion would have stared aghast to see such magnificence; to them any forecast indicating a bare half of the luxury and comfort aboard the Toyo Kisen Kaisha's new Leviathan would have been ridiculed as Utopian and impossible. As the public of Hongkong is invited to inspect the steamer to-day, we gladly accept that excuse for not attempting to describe the wonders they will see for themselves. It is like Barnum's Greatest Show on Earth, or a modern International Exhibition, too big to take in at one visit. We prefer to dwell on the excellent tone imparted to the proceedings yesterday by the intellectual and thoroughly Christian Consul who represents the United States in this Colony. The mere fact that an official representative of America should have blessed the ceremony with amicable wishes and human sympathy on such a concrete instance of Japanese competition is a great thing, worthy of special note, and we commend his utterances to the consideration of all who have been allowing the baser emotions of trade rivalry to sway their judgment. As hosts our Japanese friends are unsurpassable; as business competitors they are far from being so intolerable as some people would have us believe. The "Tenyo Maru" is a concrete illustration of the fact that they are our equals in more respects than we have been supposing. It is a triumph of shipbuilding, a banner of enterprise, and we can do no less than pay the usual courtesies of the knightly arena, and wish them the success they deserve.

The following correspondence has been sent to us for publication:—

Colonial Secretary's Office, Hongkong, 21st May, 1908.

SIR,—I am directed to inform you that the Imperial Merchant Shipping Act 1906 contains a provision that seamen may not be engaged on board British ships unless they possess a sufficient knowledge of English to understand the necessary orders that may be given to them in the performance of their duties. The provision does not, however, apply to British subjects.

In a draft bill to amend the Local Merchant Shipping Ordinance this provision has been omitted because in the view of this Government its inclusion would seriously affect the Coasting and River trade of this port, where 98 per cent of the seamen shipped are Chinese.

The Colonial Secretary informs us that information has been received from the Madras Government that regulations under the Venetian (P) Sanitary Convention will be imposed at the uninfected ports of the Madras Presidency on arrivals from the port of Hongkong.

Gentlemen W. H. Bisford and R. Coughtrie are permitted to resign from the Volunteer Corps, as also Trooper T. C. Vernon. Gunner Boulton and Trooper G. Marshall are granted leave of absence out of the colony, the former for six months and the latter for twelve months.

At the Supreme Court yesterday morning Mr. Grist created some amusement when, taking objection to Mr. Dixon's application that a case in which he was interested might be heard prior to the case mentioned, he said "I submit he is not entitled to have this case heard first, my Lord. He is no doubt fishing for evidence."

By kind permission of Major R. L. H. Burton and Officers Commanding, the Band of the Third Battalion, "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music during dinner at the Hongkong Hotel, this (Saturday) evening:—

March "Karki Karabini" Bennett
Valse "Mon Rêve" Walstent
Selection "The Mikado" Sullivan
Song "I trust you still" Bernard
Overture "Iphigenie-en-Aulide" Gluck
Intermezzo "Plymire" Holy
Selection "The Spring Chicken" Garryan
Two Step "A Georgia Camp Meeting" Mills
Regimental Marches "God bless the Prince of Wales."
God save the King.

Empire Day was celebrated at Shanghai by an evening fete on the 25th instant. The N.C. Daily News prefices a two-column account of the proceedings with the following observation:—

The weather was ominously threatening all

yesterday and just as the hour for the opening

of the first Empire Day fete arrived rain

began to fall. There were intermittent showers

throughout the evening, but the downpour was

never sufficiently serious to interfere with the

enjoyment of the company in the Consulate

grounds, and the fete proved an unequalled

success. From 9 p.m. when a march by the

band announced the opening of the fete, until

well after midnight the lawns of the British

Consulate General presented a brilliant and

animated scene. Never have the grounds of

the Consulate looked more picturesque, never

have they been the scene of more spontaneous

revelry and enjoyment than upon this occasion.

It is safe to say that very few of the seventeen

hundred hosts and guests to whom tickets had

been issued were absent. The decorations,

were carried out on a scale that has never been

surpassed in Shanghai. The programme in-

cluded Maypole dancing, entertainments by the

Follies, exhibitions of cutlass drill and bayonet

exercise by men of H.M.S.S. "Cadmus" and

"Kinsla," an illuminated bicycle ride, the

cinematograph fireworks and a tableau re-

presenting "Britain and her Colonies."

Despite the opposition of the Public Prosecutor, Harry K. Thaw's counsel is pressing the case for the release of the young millionaire from the State asylum. There will be no lack of experts to testify that Thaw has become perfectly sane in Matteawan. Mr. White's slayer now has a pleasant private room, and can receive visitors. He devotes much of his leisure to making cardboard houses and castles. Mrs. Thaw, since she commenced her suit for the annulment of the marriage, on the ground that her husband was not sane at the time of the ceremony, has largely disappeared from the public view. One report declares that she is living the simple life in the country with relatives, and another that she sailed for England over a month ago, and is now in London.

A powerful motor-propelled turntable fire ladder has just been supplied to the Shanghai Fire Brigade by Messrs. Marryweather and Sons, of London, and enjoys the distinction of being the first British-built machine of its kind. It is absolutely unique in that the propelling motor is also employed for raising the ladders from the horizontal to the vertical position and then extending them, the full height of 8 feet being attained in less than one minute. After extension, by means of the turntable the ladders can be slewed round on the carriage until the desired position is secured. The machine is driven by a 40 h.p. petrol motor, and can attain a speed of 30 miles an hour on the level, whilst gradients as steep as 1 in 6 can be readily negotiated. With its advantages for prompt turnout and rapid travelling, the tremendous range which the ladders can command and the ease with which it can be manipulated in confined spaces, this escape should undoubtedly prove a most serviceable addition to the Shanghai fire equipment, which already includes a motor steam fire engine and a combined motor chemical fire engine and escape, supplied by the same makers.

CHINESE ON BRITISH SHIPS.

UNFAIR INSTRUCTIONS.

The following correspondence has been sent to us for publication:—

Colonial Secretary's Office, Hongkong, 21st May, 1908.

SIR,—I am directed to inform you that the Imperial Merchant Shipping Act 1906 contains a provision that seamen may not be engaged on board British ships unless they possess a sufficient knowledge of English to understand the necessary orders that may be given to them in the performance of their duties. The provision does not, however, apply to British subjects.

In a draft bill to amend the Local Merchant

Shipping Ordinance this provision has been omitted because in the view of this Government its inclusion would seriously affect the Coasting and River trade of this port, where 98 per cent of the seamen shipped are Chinese.

The Bill referred to has been sent to England for the consideration of the Board of Trade, and an enquiry has now been received as to whether local regulations can be imposed to ensure that Chinese seamen belonging to Hongkong would be able to produce certificates or other official documents showing their birth-place, and entitling them to the exemption accorded to British subjects.

To this question, to which a reply has been asked by telegram, H. Excellency has stated that, in his opinion, such a regulation is not feasible here, and I am to enquire whether your Committee concurs in that view.

I am, Sir,
Your obedient servant,
(Sgd.) F. H. MAY,
Colonial Secretary.

The Secretary, The General Chamber of Commerce, Hongkong, 28th May, 1908.

SIR,—I am directed to acknowledge your letter of 21st instant (No. 3173/1908) in which you refer to a provision in the Imperial Merchant Shipping Act of 1906 against the employment of seamen on British ships unless they possess a sufficient knowledge of English to understand necessary orders, and further in which you point out the non-application of this proposed regulation to British subjects.

To this question, to which a reply has been asked by telegram, H. Excellency has stated that, in his opinion, such a regulation is not feasible here, and I am to enquire whether your Committee concurs in that view.

I am, Sir,
Your obedient servant,
(Sgd.) F. H. MAY,
Colonial Secretary.

The opinion of my Committee on the inclusion of such a clause in the Local Merchant Shipping Ordinance, and its enforcement, would practically compel the fleet of British Coasting Vessels engaged in the China trade to go out of

the China trade upon the proposed regulation.

I am directed to inform you that "No. 1"

Chinese who know sufficient English are in

charge of the natives working in every depart-

ment on steamers carrying Chinese crews, and

these men are the medium for conveying orders

by the British Officers to the Sailors, Firemen

and the crew.

My Committee cannot too strongly support

the opinion and endorse the action taken in the

matter by His Excellency as stated in the last

paragraph of your letter.

I am to ask you to convey to His Excellency

the Governor, the thanks of my Committee for

affording them an opportunity of expressing

their views on this very important subject.

I have the honour to be,

Sir,
Your obedient servant,
(Sgd.) F. H. MAY,
Colonial Secretary.

The forecast for the 24 hours ending at noon

to-day is as follows:—

W. to S. W. Hongkong & Neighbourhood

W. to S. W. winds, light or moderate; fine.

N.E. winds, decreasing in force, may

moderate.

South coast of China between Hongkong and Lantau.

Same as No. 1

South coast of China between Hongkong and Macao.

Same as No. 1

Hongkong and Hainan.

Same as No. 1

W. to S. W. Hongkong & Neighbourhood

W. to S. W. winds, light or moderate; fine.

HAMBURG.

(FROM OUR CORRESPONDENT.)

30th April.

It was a hundred years on the 23 inst. that one of Hamburg's noblest sons, Johann Wichern, the founder of the "Raue Haus" and one of the foremost organizers of home mission work in Germany was born. In honour of his memory numerous old friends and admirers and present and former inmates of the Raue Haus assembled there on Easter Tuesday; the meeting was attended by representatives of the Hamburg and imperial governments and by delegates from home mission and other societies from far and near. I take the following particulars from an address delivered on the occasion by Dr. Bohrmann, the head of the Hamburg clergy. Johann Wichern was already stated to have been during the occupation of the town by the French on April 21, 1808, his father holding the position of notary public and sworn translator to the courts. The family was amongst those who had to leave their homes on that bitterly cold night in December 1813 when Marshal Davout, the French governor, in anticipation of a siege by the allied forces, expelled 20,000 of the inhabitants, men, women and children of all ages, many of which perished from exposure. The Wicherns sought refuge with relations on the other side of the river, where they remained until, on the final evacuation of the city by the French, their return became possible. The father resumed his legal functions but apparently with scant success from a financial point of view, for at his death some years afterwards his wife with four children to provide for, of which Johann was the eldest, found herself in somewhat straitened circumstances. The events of his early childhood and the struggles and trials of his youth exercised a lasting influence on the development of the lad's character, to whom have to be ascribed that strength of will, that indomitable energy and that tenacity of purpose to which he owed his success later on. Stern and unyielding when the occasion demanded it, he was of a most warm hearted and tender disposition, as shown by his untiring devotion to the cause of the poor and needy all through life; when still in his teens, teaching at a boys' school in the suburbs he felt this to be his true vocation, his mission in life. Several years later, having completed his theological studies at Göttingen and Berlin he was appointed to a Sunday school in Hamburg. Sunday schools on those days were considered as fair substitutes for regular tuition and Wichern succeeded in enlisting public interest in their favour, but in order to extend their usefulness, it soon became evident that it would be necessary to have a permanent institution. A visiting committee was formed for the purpose of which Wichern was an active member. His experiences in the courts and alleys of the town he recorded in a booklet entitled "the real hidden life of Hamburg." Witnessing so much misery increased his ardent desire to discover means for its relief, and finally led to the conception of a plan for the establishment of a home of refuge for swells and strays. In 1832 he received a first donation for that object of M. 300, and in the following year the "Raue Haus" which derived its name from the colour of its thatched roof, (dark or rags meaning rags) with the grounds belonging to it, was handed over to him by the owners. They had originally intended it for a training school for lads who were to be apprenticed to trades; it however had proved a failure. In the month of September 1833 Wichern moved into it with his mother and sisters and at a public meeting called for the purpose with the sanction of the authorities he explained the line on which he meant to proceed, distributing by way of illustration copies of a sketch representing the Raue Haus surrounded by small cottages. He was so thoroughly convinced of the importance of home life, home association and home influences that he proposed to place the children that might be committed to his charge with respectable god-fearing people whom he hoped to induce to take up their abode in his grounds, each family to have a cottage to themselves and to form a separate household under his supervision. This plan he adhered to and what he foreshadowed in the sketch has since become a reality.

The furtherance of home mission work was another object of his special labours and in 1848 he was instrumental in bringing about, at a meeting convened at Wittenberg, a union of the many missionary societies in Germany. Long before however he had opened a training college at the Raue Haus for young men willing to devote their lives to work amongst the poor, for he felt that, unless carefully prepared for the task they would not be able to cope with the difficulties that awaited them amongst the inhabitants of the slums and the inmates of hospitals, prisons &c. Here too his efforts were crowned with success; 1810 young men, besides over 400 young theologians and elementary school teachers have passed through the college and now form a fraternity, "the Brethren of the Raue Haus" without vows being it said, but bound together by the strong ties of a common love for suffering humanity.

Prison reform had at that time become the burning question of the day; Wichern entered into it heart and soul without detriment however to his other manifold duties. In 1851 he visited England for the purpose of studying the progress made there in that direction and shortly after his return the Prussian government offered him an appointment on a provision a commission of enquiry into the management of prisons and other penitentiary establishments which he accepted. In 1853 the simple Philanthropist who had never aspired to public honour was made a privy councillor of consistory court, a member of the governing body of the Pro-

SHANGHAI GENERAL CHAMBER OF COMMERCE.

Minutes of Committee Meeting held at Shanghai on May 21.

Present—Messrs. W. D. Little (Chairman), J. N. Jamieson, H. B. Kinneer, D. Landale, A. M. Marshall, G. Miller, F. Rastor, O. Strickmeyer, A. Wright, and the Acting Secretary.

Minutes of previous meeting are read, confirmed and duly signed.

Sound Market Value of Damaged Cargo—Letter from the Secretary of the Shanghai Marine Underwriters' Association is read. The letter points out that a resolution has been adopted by the Association to the effect that Particular Average Claims be settled upon the basis of sound market value on day of sale. The Committee approves of the Resolution and the Secretary is instructed to reply to the letter accordingly.

Siberian Mail—Letter from the Manager of Chartered Bank of India, Australia and China drawing attention to the inconvenience caused by the recent alterations in the Trans-Siberian Mail Service and pointing out that the Commercial Community are satisfied to some notice from the Post Office. The Chairman is informed that the Postal Authorities in this instance were unaware until the last moment that these changes were to take place on account of the matter being entirely in the hands of the Steamer Agents who work in conjunction with the Railway Service.

Japanese Yarn—Letter from the Hongkong Chamber of Commerce is read drawing the Chamber's attention to the issue by the Japan Cotton Spinners' Association of lottery tickets in Yen. It is decided to hold the matter over until further particulars are forthcoming.

Platofage Regulations—The Committee approves of the proposed alterations and amendment with regard to the Pooling of Pilots' Earnings as submitted by the Pilot Board.

Manchuria—Letter from the Newchwang Chamber of Commerce with regard to Japanese and Russian action in Manchuria is read. It is decided to circulate the correspondence in order that the Committee may study the question more closely.

At the conclusion of the Meeting Mr. Strickmeyer states that he has been asked by Mr. Braden to express that gentleman's thanks for the Committee's kind expressions of appreciation of his services while a member of the Committee.

After the transaction of some further business the Meeting terminated.

The following correspondence is ordered for publication:

Shanghai Marine Underwriters' Association, Shanghai, March 12, 1908.

MARKE VALUE OF DAMAGED CARGO.

Dear Sir—I am directed to inform you that at the Annual General Meeting of this Association held on 16th ultime, the following Resolution was carried unanimously—

"That in the Settlement of Particular Average Claims it be a recommendation to Members of this Association to settle only upon the basis of Sound Market Value on day of sale ascertained by the Auctioneer."

That the matter is of general interest to the Mercantile Community of whom a large number are members of your Chamber, my Committee think you may deem it convenient to include this letter with your usual publication of correspondence.

I am, Dear Sir,

Yours faithfully,

B. L. J. CUBIST,
Secretary.

The Secretary, Shanghai General Chamber of Commerce, Present,

Shanghai General Chamber of Commerce, 22nd May.

DEAR SIR—I am in receipt of your letter of March 12th and in reply I am directed to inform you that the Resolution adopted at the Annual Meeting of the members of your Association, with regard to the Market Value of Damaged Cargo, meets with the approval of my Committee, who have ordered that your letter be included in the usual publication of correspondence of this Chamber.

I am, Dear Sir,

Yours faithfully,

G. DINGWALL MAIL,
Acting Secretary.

The Secretary, Shanghai Marine Underwriters' Association.

Australia Chartered Bank of India, Australia and China, Shanghai, May 1st, 1908.

DEAR SIR—We beg to draw your attention to a notice in today's N.C. Daily News that the despatch of the homeward mail via Siberia has been postponed until Tuesday. This sudden and unexpected alteration is highly inconvenient, and we think that the commercial community are entitled to some notice from the Postal Authorities.

I am, Dear Sir,

Yours faithfully,

G. MILLER,
Manager.

The Secretary, Chamber of Commerce.

H. B. M. Post Office, Shanghai, 1st May, 1908.

DEAR SIR—I beg to inform you that the information of the mercantile Community that in future the mail steamer carrying the outward Trans-Siberian mails will leave Shanghai on Tuesday. This new arrangement will come into force from the 5th of May. The sailing of the Port Maria to-day is cancelled.

I am also notified that the inward mails via Siberia, will in future arrive here on Sunday. Yours faithfully,

W. J. FOLLY,
Postmaster.

The Secretary, Chamber of Commerce.

Shanghai General Chamber of Commerce, 22nd May.

DEAR SIR—I am in receipt of your letter of the 1st instant, drawing this Chamber's attention to a notice in the N.C. Daily News of that day intimating that the day for the despatch of outward Trans-Siberian mails had been altered to Tuesdays instead of Friday as heretofore.

In reply I am directed to inform you that my Committee fully realize that the suddenness of this unexpected alteration was highly inconvenient to the commercial community, but would point out that the Postal Authorities were placed in the position of being unable to notify the public on account of the matter being solely controlled by the steamer agents in conjunction with the Railway Administration in the North.

I am, Dear Sir,

Yours faithfully,

G. DINGWALL MAIL,
Acting Secretary.

The Manager, Chartered Bank of India, Australia and China.

THE PRISONER STOESSEL.

The St. Petersburg Correspondent of the Japan Chronicle says:

"Truth is stranger than fiction" of course, but every journalist knows to his sorrow that truth has most disappointing way of stopping short of nice climaxes, or, when she does attain a perfect climax, of adding injudicious touches which ruin the whole performance. No wonder that historians and newspaper correspondents occasionally try to eliminate these defects by inventing the climax themselves or by omitting the injudicious touches. Hence we find biographies with a due sense of the dramatic proprieties put into the mouth of the dying Napoleon heroic speech 'which in reality he never uttered, we find Wellington made to use the famous words 'Up, Guards, and at them!' and we find the London Daily Mail make a diplomatic corps in Peking end their days painfully but appropriately (during the Boxer disturbances) in boiling oil. It is not surprising therefore that when Generals Fock and Smirnov fought a duel lately, the local correspondents of the Daily Mail and many other papers, justly incensed at the absence of any circumstances on which to base a sensational heading, wired that some Russian ladies were given places 'in the gallery' from which they watched the duel through binoculars. The slightest inquiry would have shown this to be false, but what a pity it would have been if such a masterly touch had been omitted!

In the same way when Stoessel was conveyed to the fortress prison of S.S. Peter and Paul about a week ago, Truth, acting in her usual careless and inartistic way, allowed the proceedings to take place with the most模様-like regularity. Everything went with atomizable smoothness. The Governor of the prison received his illustrious prisoner as soon as the latter entered the gate, and at once conveyed him to the rooms which had been carefully prepared for his reception. Being a correspondent myself, I was naturally indignant at this monotony, but next morning my heart throbbed with joy when I say that the good old Novoe Vremya had risen to the occasion with a story to the effect that when Stoessel arrived in the prison it was found that no preparations had been made for his reception, and that the distinguished captive had consequently to stand alone for half an hour in the courtyard while the officer who accompanied him sought high and low for the Governor.

But yesterday, the word of Stoessel might. But yesterday, the word of Stoessel might. And now so poor to do him reverence.

The Governor of the prison ruthlessly knocked the bottom out of this delightful yarn, but, lucky, not until it had been wired by energetic correspondents to every part of the world.

In the new passport which Stoessel has received, his name is given as simply "Mr. Stoessel, and under the heading "Occupation" is written "noblemen". Stoessel belonging to the ranks of the nobility. This means nothing, of course, as noblemen are as numerous in the Russia that you could not throw a stone in the street without hitting one of them.

This permanent deprivation of his rank and his uniform has cut Stoessel to the heart, as he himself has confessed to an interviewer. "I have worn my uniform for forty years," he said, "and it is hard to part with it now. They have even insisted on my laying aside the military peaked cap I have been lately in the habit of wearing and getting an ordinary hat."

This reference to his head-dress is really pathetic, when we remember that though, never part of his military cap, he was to wear it, he had been sent to prison on account of their conduct in the late war, and as they are regarded as the most honourable guests of the establishment, no gendarmes are stationed at "Catherine's curtain" though they swarm in other parts of the prison.

Stoessel has already been acquainted with his fellow-prisoners, ex-Admiral Nabogoff, Captain Lishny, and Captain Grigoroff, and, with the exception of the latter, they all eat together and spend a good deal of time in one another's company. Grigoroff keeps himself if somewhat apart.

I am, Dear Sir,

Yours faithfully,

G. DINGWALL MAIL,
Acting Secretary.

The Secretary, Shanghai Marine Underwriters' Association.

Australia Chartered Bank of India, Australia and China, Shanghai, May 1st, 1908.

DEAR SIR—We beg to draw your attention to a notice in today's N.C. Daily News that the despatch of the homeward mail via Siberia has been postponed until Tuesday. This sudden and unexpected alteration is highly inconvenient, and we think that the commercial community are entitled to some notice from the Postal Authorities.

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I am, Dear Sir,

Yours faithfully,

G. DINGWALL MAIL,
Acting Secretary.

The Manager, Chartered Bank of India, Australia and China.

"KEY BRAND" PILSENER BEER.

THE MOST POPULAR PILSENER BEER ON THE MARKET.

IT IS CLAIMED BY CONNOISSEURS TO BE "THE PILSENER BEER."

THE FINEST HEALTH PRODUCING BEVERAGE.

PER CASE 4 DOZEN QUARTS ... \$16.50

" " 6 " QUARTS ... 4.15

" " 6 " PINTS ... 16.50

" " 1 " PINTS ... 2.75

SOLE AGENTS

H. PRICE & CO. LTD.

TELEPHONE NO. 135.

WINE, SPIRIT & CIGAR MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 29th May, 1908.

GREAT DOCK EXTENSION IN LIVERPOOL.

EXPENDITURE OF £2,000,000.

At the Mersey Docks and Harbour Board Mr. Robert Gladstone presiding, the Works Committee, through their chairman (Mr. W. Hughes), submitted recommendations for the construction of three new docks, to be called the Gladstone Docks, on land at the north end of the estate, the total estimated cost being £3,204,400.

Mr. Hughes stated that in 1906 they obtained Parliamentary sanction for the construction of new docks at the north end of Liverpool, and the committee after much thought and discussion considered that the time had now arrived when the work should be taken in hand. During the last three years the increase of tonnage of ships paying dock dues had been 300,000 tons, and although the shipping trade for the amount seemed to be rather under a cloud, there was no doubt in his mind judging by past history, that recurrence of prosperity must come, and he was sure that these docks were managed with good sense and reasonableness Liverpool might keep its position and get the lion's share of any trade which was to come. It was a remarkable circumstance that in the last 20 years the tonnage had nearly doubled in spite of the competition, friendly or otherwise, from ports both at home and on the Continent. At the same time the size of steamers had greatly increased, for where as in 1887 the largest ship leaving the port was 560 feet long, in 1897 the figure was 620 feet, while last year it had grown to 760 feet. He mentioned that the expenditure of over £2,000,000 which was proposed would be distributed over five or six years. Describing the proposed works, he stated that the river entrance could be used as a look for vessels up to 800 ft. long. Vessels up to 1,100 ft. long would be able to enter the dock, and the depth of water over the sill would be 40 ft. at high water neap tides. With this great scheme he hoped the board would associate the name of Gladstone, for their chairman was member of a family which had been one of the most influential in Liverpool for upwards of a century.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE DAILY PRESS only, and special business matters to THE MANAGER.

Advertisements and Subscriptions which are not entered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only registered for Cash.

Telegraphic Address: PRESS, Codes: A.B.C., 5th Ed. Lieber.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

THE YAN-ON MARINE AND FIRE INSURANCE COMPANY, LIMITED, 303, DES VŒUX ROAD CENTRAL, 29th May, 1908.

To LAU HING SHUN and to All Others When it may Concern.

NOTICE IS HEREBY GIVEN that the Board of Directors of the above-named Company require the Repayment on or before the 7th day of JUNE, 1908, of the sum of \$5,000 together with all arrears of interest owing thereon up to the date of Payment, the said sum of \$5,000 being the amount deposited by the Company on the 7th day of January, 1905 with the WAI WO BANK, in which Bank the above-named LAU HING SHUN was then a Partner and for the Repayment of which he also became surety.

NOTICE IS HEREBY ALSO GIVEN that if default is made in such payment on or before the 7th day of June, 1908, it is the intention of the Board to sell in such manner as it thinks fit the Shares in the Company Numbered 3328 to 3432 (inclusive), of which the said LAU HING SHUN is the Registered holder, and the net proceeds of such sale will be applied in ac. towards satisfaction of the said sum and interest.

CHAN YUT NGAM, Permanent Secretary.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

For SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING," Capt. Fassmore, will be despatched for the above Ports on WEDNESDAY, the 3rd June, at 11 A.M.

For Freight or Passage, apply to DOUGLAS, LAPEAK & CO., General Managers, Hongkong, 29th May, 1908. 996

NAVIGAZIONE GENERALE ITALIANA. (Florio and Lubatino United Companies)

STEAMER FOR BOMBAY, SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, ALESSANDRA, NAPLES, LYCHOURN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, AEGEAN, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO. (Taking Cargo at through rates to PERU, GULF and BAUDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALLACA.)

THE Steamship "ISCHIA," Captain Bosito, will be despatched as above on WEDNESDAY, the 1st June, at NOON. For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents, Hongkong, 29th May, 1908. 4

THE HONGKONG WEEKLY PRESS and CHINAOVERLAND TRADE REPORT is now ready and contains:—

Epitome of the Week's News.

Leading Articles:

Malay Work in China.

Political Phillips.

Shipping.

Shanghai.

The I.M.C.

Tientsin.

The Royal Sanitary Institute.

Hongkong General Chamber of Commerce.

Hongkong Sanitary Board.

Victoria Accretion Club.

The Anti-Dynastic Disturbance in Yunnan.

Hongkong Legislative Council.

Supreme Court.

Banks' Notice.

Commercial.

Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addressee; including postage 34 cents each or 31 Cents for three copies.

Subscription: \$12 per annum, payable in advance; postage 82.

Hongkong, 29th May, 1908. 8

NOTICE.

THE TOYO KISEN KAISHA cordially invite the Public to INSPECT the Company's New Turbine Steamer "TENYO MARU," Gross Register 13,500 tons, Displacement 22,000 tons, Speed 21.76 knots, TODAY (SATURDAY), the 30th inst., from 3 to 6 P.M.

Steam Launches will leave BLAKE PIER every 20 minutes.

Hongkong, 29th May, 1908. 895

HONGKONG JOCKEY CLUB.

NOTICE.

OWING to the Ground being opened up in connection with the Relaying of Drains, both COURSES WILL BE CLOSED—until further notice.

By Order,

T. F. HOUGH, Clerk of the Course.

Hongkong, 29th May, 1908. 901

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the Club House, on THURSDAY, the 4th June, 1908, at 5.30 P.M., to Confirm the Resolution passed at the Extraordinary General Meeting held on the 14th May, 1908, as posted in the Hall of the Club.

By Order,

JAMES CRAIK, Acting Secretary.

Hongkong, 28th May, 1908. 996

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ANNUAL ORDINARY GENERAL MEETING of the Company (since its Registration), will be held at the Offices of the Company in Alexandra Buildings, THIS DAY (SATURDAY), 30th inst., at NOON, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1907.

THE REGISTER OF SHARES will be CLOSED from MONDAY, the 25th inst., to MONDAY, 1st June, both days inclusive, during which period no transfer of Shares will be registered.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 30th May, 1908. 871

WATKIN'S LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINTH ORDINARY ANNUAL MEETING of Shareholders will be held at the Company's Office, Watkin's Building, No. 31, Queen's Road Central, THIS DAY (SATURDAY), 30th May, 1908, at 2 P.M. for the purpose of receiving the Report of the General Managers with a Statement of Accounts to 31st December, 1907.

THE TRANSFER BOOKS of the Company will be CLOSED from the 23rd to the 30th May, both days inclusive:

G. A. WATKINS, CHAN A. FOOK, General Managers.

Hongkong, 30th May, 1908. 842

NOTICES OF FIRMS

THE HANGWEY CO., WATCH-MAKERS &c., No. 6, BONHAM STRAND EAST.

THE Interest and Responsibility of each and all of us in the above named business entirely CEASED on the 23rd MAY, 1908, our Share having been TAKEN UP by CHEUNG HEUNG WING TONG, another Partner of the Company.

LEUNG SUN TAT TONG, CHEUNG SUN ON TONG, CHEUNG LIN TAK TONG.

Hongkong, 29th May, 1908. 902

NOTICE.

OUR Old Pilot and Runner KWOK LIN (鄧連) who joined Our Service in 1883 CEASED to be Employed by us on the 18th May, 1908.

His SHARES in the Company (WING KEE & CO.), valued at \$50,000 (Five hundred dollars), have been TAKEN UP by us and from henceforth he shall have no connection whatever with our Company.

WING KEE & CO., Coal Merchants, Stevedores, &c., Nos. 47, 48, 49, Connaught Road Central, Hongkong, 26th May, 1908. 890

NOTICE.

K WONG WOO, JEWELLER, Etc., of 66, Queen's Road Central, begs to inform the General Public that he has never heretofore acted as Guarantor for any person or persons and should such be done in future the documents must inevitably bear the Signature of his Sole Representative Mr. CHEUNG KING SON.

Hongkong, 9th April, 1908. 821

INTIMATIONS

TRANSLATED NOVELS (some illustrated, Actresses' Photos; catalogue free, or with sample, 2d. (letter postage).—A DE SAILLE, 20, Rue de la Michodière, Paris. 12

THEATRE ROYAL.

GRAND FAREWELL PERFORMANCE

ONE NIGHT ONLY

3RD JUNE, 1908.

MAURICE E. BANDMANN

Presents

HENRY DALLAS

AND

THE BANDMANN OPERA CO.

On their return to Calcutta.

WEDNESDAY, 3rd June:

THE MERRY WIDOW

(Die Lustige Witwe).

PRICES \$1, \$2 and \$1.

Booking at MESSRS. S. MOUTRE & CO., LTD., Hongkong, 21st May, 1908. 878

WANTED.

A Situation by a Competent European BOOK-KEEPER and General Office ASSISTANT.

No Objection to Out Ports.

Address "R" Care of "Daily Press" Office.

Hongkong, 21st May, 1908. 876

BEKANNTMACHUNG.

DE M. amtslichen Veröffentlichungen des Konsulats Pakhoi-Holloway werden im Jahre 1908 durch den Konsul "DSTASCHISCHEN LLOYD" und die "HONGKONG DAILY PRESS" erfolgen.

KAISELICH DEUTSCHES KONSULAT, Swatow, den 27. Dezember 1907. 155

BEKANNTMACHUNG.

DE M. amtslichen Veröffentlichungen des Konsulats Pakhoi-Holloway werden im Jahr 1908 durch den Konsul "DSTASCHISCHEN LLOYD" und die "HONGKONG DAILY PRESS" erfolgen.

DER KAISELICH DEUTSCHES KONSULAT, H. V. VARCHMIN, Pakhoi, den 12. Dezember 1907. 1931

NOTICE.

A MEETING of the Members of the Club will be held in the Club House, on THURSDAY, the 4th June, 1908, at 5.30 P.M., to Confirm the Resolution passed at the Extraordinary General Meeting held on the 14th May, 1908, as posted in the Hall of the Club.

By Order,

JAMES CRAIK, Acting Secretary.

Hongkong, 28th May, 1908. 996

NOTICE.

Cuniffe, The Pioneer Experts
In Premium Bonds.
Russell & Co.

12, Place de la Bourse.

PARIS

TIRES issued by

French Govt's and
municipalities offering
WRITE FOR
no immediate returns. PAMPHLET

be purchased for cash or on the
times' system of monthly payments.

CE. RUSSELL & CO. being the oldest-established
firm of dealers in Premium Bonds in the
world, offer advantages absolutely un-
paralleled elsewhere. Bonds are quoted,
exceptional facilities for payment. Numbers
checked after every Draw. Results of Drawings
in English. Holders of drawn Bonds ad-
vised at once. No fees collected for draw-
ing Bonds purchased. "Right" - Texas-granted
Bonds purchased. Services continuous until
last Bond drawn. All transactions confidential.

447

THORNE'S
OLD VAT



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE
OF GREENOCK AND HAS BEEN GOING AS IT IS SINCE 1851

SCOTCH WHISKY.

SOLE AGENTS IN

HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO., LTD.

As Suppliers to the House of Commons.

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SHIPPING.

ARRIVALS.
 CHENGCHUW, British str., 1,213, E. Shepard
 29th May—Penang & Singapore 21st May,
 General—Chinese.
 DELTA, British str., 4,780, B. W. Snow, 29th
 May—Yokohama and Shanghai 26th May,
 General—P. & O. S. N. Co.
 HANGSANG, British str., 29th May—Canton.
 HILARY, German str., 1,276, H. Uecker, 29th
 May—Saigon 24th May, Rice—Sander,
 Weiler & Co.
 HINSONG, British str., 2,346, A. G. Smith, 28th
 May—Haiphong 26th May, Coal—Jardine,
 Matheson & Co.
 HONGWAJ, British str., 2,060, Kinghorn,
 29th May—Penang and Singapore 22nd
 May, General—Chinese.
 PHRANANG, German str., 1,021, Fr. v. Mangels-
 dorff, 29th May—angkok May 16th, via
 Kohchang 22nd May, Rice and Hardwood
 Motors & Co.
 POWHATAN, British str., 1,050, Turner, 29th
 May—Salina Cruz 24th April, Ballast
 China.
 ROMFORD, British str., 29th May—Canton.
 YERIMO, MARU, Japanese str., 3,280, N.
 Kobayashi, 28th May—Motoj 23rd May,
 Coal—Sanquai, Miyazaki & Co.

CLEARANCES
 AT THE HARBORMASTER'S OFFICE.
 29th May.

Delta, British str., for Europe, &c.
 Glenavon, British str., for Shanghai.
 Sado Maru, Japanese str., for Kobe.
 Zafiro, British str., for Manila.

DEPARTURES.
 29th May.

ARCADIA, British str., for Shanghai.
 FOORHAN, British str., for Shanghai.
 HAIMUN, British str., for Coast Ports.
 HEIM, Norwegian str., for Bangkok.
 HELENE, German str., for Hoitow.
 HINSONG, British str., for Canton.
 KINYOSHINO, German str., for K. C. Wan.
 KONISHANG, German str., for Bangkok.
 NINGPO, British str., for Amoy.
 NORD, British str., for Canton.
 SABINE RICKMERS, Dutch str., for Canton.
 SHOSHIE MARU, Japanese str., for Swatow.
 SØSTAD, Norwegian str., for Haiphong.
 YUENSANG, British str., for Manila.

SHIPPING REPORTS.
 The German str. *Hilary* reports: North
 Westerly winds, very heavy Easterly swell.
 The British str. *Hinrang* reports: After
 clearing Hainan Straits, encountered very
 heavy E. N. E. swell, little or no wind.
 Evidently outer edge of Typhoon.

VESSELS IN DOCK.
 May 29th.

ABERDEEN DOCKS.—
 1000 Docks—Soriano, Victoria, Fiume,
 Jacob Diderichsen, Pitsunda.
 COSMOPOLITAN DECKS.—Henrik Ibsen.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL
 STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AU-
 STRALIA, INDIA, ADEN, EGYPT,
 MEDITERRANEAN PORTS,
 PLYMOUTH AND LONDON,
 THROUGH BILLS OF LADING ISSUED FOR
 BATAVIA, PERSIAN GULF, CONTINENTAL,
 AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"DELTA."
 Captain B. W. Snow, carrying His
 Majesty's Mail, will be despatched from
 this for Bombay, &c., on SATUR-
 DAY, the 30th May, at NOON, taking
 passengers and cargo for the above port
 in connection with the Company's
 "VICTORIA," 7,000 tons, from Colombo, pas-
 senger accommodation in which vessel is
 secured before departure from Hongkong.

Silk and Valuables, all cargo for France an-
 ticipated for London (under arrangement will be
 transhipped at Colombo into the mail steamer
 proceeding to Marseilles) and London, other
 cargo for London, &c., will be conveyed
 from Bombay by the R.M.S. "OCEANA" due
 in London on 12th July, 1908.

Parcels will be received at this Office until
 4 P.M. the day before sailing. The content
 and value of all packages are required.

For further particulars apply to
 F. J. ABBOTT,
 Acting Superintendent,
 Hongkong 18th May, 1908.

REGULAR STEAMSHIP SERVICE
 WITH LIBERTY TO CALL AT MALABAR
 COAST.

PROPOSED SAILINGS FROM HONGKONG
 FOR BOSTON AND NEW YORK.

SS. "GHAZIER" ... 8th June.
 For Freight and further information apply to
 DODWELL & CO., LTD.,
 Agents.
 Hongkong 28th May, 1908. 672

CHINA COMMERCIAL S.S. CO., LTD.

NOTICE

FOR SALINA CRUZ, MEXICO.

THE Steamship

"MARIE."
 Captain G. E. Christiansen, will be despatched for
 the above Ports via MOJI, JAPAN, on
 THURSDAY, the 11th June, at 5 P.M.
 For Freight or Passage, apply to
 CHINA COMMERCIAL S.S. CO., LTD.,
 Hotel Mansions,
 Hongkong, 5th May, 1908. 804

"GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP
 VIA SUEZ CANAL.

THE Steamship

"GLENEARN."
 Captain W. Haughton, will be despatched as
 above on MONDAY, the 15th June.

For Freight apply to
 MCGREGOR BROS. & GOW,
 Hongkong, 27th May, 1908. 861

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"CARDIGANSHIRE"
 Will be despatched for the above Ports on
 about the 22nd June, 1908.

For Freight or Passage, apply to
 SHEWAN, TOME'S & CO.,
 Agents.

Hongkong, 19th May, 1908. 865

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & B&G	BRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DISPATCHED
LONDON &c. via VARIOUS PORTS OF CALL	DELTIA	Brit. str.	B. W. Snow	P. & O. S. N. Co.	To-day, at Noon.	
LONDON & ANTWERP via SINGAPORE &c.	SUMATRA	Brit. str.	E. W. Bruce	P. & O. S. N. Co.	Ahead 3rd June.	
LONDON & ANTWERP via SUEZ CANAL	GLENBURN	Brit. str.	W. Haughton	MCGREGOR BROS. & GOW	On 15th June.	
LONDON & ANTWERP	CARDIGANSHIRE	Brit. str.		SHEWAN, TOME'S & CO.	About 22nd June.	
HAVRE & HAMBURG via STRAITS, &c.	SEGOVIA	Ger. str.	Schönenfeld	HAMBURG-AMERIKA LINIE	On 8th June.	
HAVRE & HAMBURG via STRAITS, &c.	SCANDIA	Ger. str.	v. Dohren	HAMBURG-AMERIKA LINIE	On 15th June.	
HAVRE & HAMBURG via STRAITS, &c.	DORTMUND	Ger. str.	Malchow	HAMBURG-AMERIKA LINIE	On 12th July.	
HAVRE & HAMBURG via STRAITS, &c.	ISTRIA	Ger. str.	Luning	HAMBURG-AMERIKA LINIE	On 26th July.	
HAVRE & HAMBURG via STRAITS, &c.	SAXONIA	Ger. str.	Habel	HAMBURG-AMERIKA LINIE	On 9th August.	
MARSEILLES, ANTWERP, BREMEN & HAMBURG	SITONIA	Swed. str.	Brehmer	HAMBURG-AMERIKA LINIE	On 2nd June.	
MARSEILLES, HAVRE COPENHAGEN, &c.	CANTON	Fr. str.	Girard	MELCHERS & CO.	Beginning of June.	
MARSEILLES, &c. via PORTS OF CALL	ERNEST SIMONS	Jap. str.	N. Ohno	MESSAGERIES MARITIMES	On 9th June, at 1 P.M.	
MARSEILLES, LONDON, & ANTWERP via SINGAPORE &c.	KANAGAWA MARU	Jap. str.	T. Marai	NIPPON YUSEN KAISHA	On 10th June, at D'light	
MARSEILLES, ROTTERDAM & HAMBURG &c.	HARATA MARU	Jap. str.	Girstenbräu	NIPPON YUSEN KAISHA	On 24th June, at D'light	
NAPOLES, GENOA, GIBRALTAR, SOUTHSEAFTON, &c.	BEISGAVIA	Ger. str.	H. Fournier	HAMBURG-AMERIKA LINIE	On 28th June.	
NAPOLES, GENOA, GIBRALTAR, SOUTHSEAFTON, &c.	BUELOW	Rus. str.		MELCHERS & CO.	On 3rd June, at Noon.	
NAPOLES, GENOA, GIBRALTAR, SOUTHSEAFTON, &c.	VORONEJ	Rus. str.		MELCHERS & CO.	About end of June.	
NAPOLES, GENOA, GIBRALTAR, SOUTHSEAFTON, &c.	OCANO	Rus. str.		ARNHOLD, KARBERG & CO.	About 25th June.	
NEW YORK	GRANDE	Rus. str.		ARNHOLD, KARBERG & CO.	On 6th June.	
BOSTON & NEW YORK	EMPEROR OF CHINA	Brit. str.		CANADIAN PACIFIC R. CO.	On 4th June, at 4 P.M.	
VANCOUVER via SHANGHAI JAPAN &c.	LEMON	Brit. str.		CANADIAN PACIFIC R. CO.	On 19th June, at Noon.	
VANCOUVER via SHANGHAI JAPAN &c.	SHAWNU	Am. str.	E. V. Robert	DODWELL & CO. LTD.	On 6th June.	
VICTORIA, B.C. & SEATTLE, WASH. &c.	ITO MARU	Jap. str.	S. Ishikawa	NIPPON YUSEN KAISHA	On 9th June, at 4 P.M.	
VICTORIA, B.C. & SEATTLE, WASH. &c.	KAGA MARU	Jap. str.	G. S. Laspak	NIPPON YUSEN KAISHA	On 23rd June, at 4 P.M.	
ALSTRAILIAN PORTS via MANILA	MARIE	Ger. str.	G. C. Christiansen	CHINA COMMERCIAL S.S. CO.	On 11th June, at 5 P.M.	
ALSTRAILIAN PORTS via MANILA	THINAN	Brit. str.	C. Lindbergh	BUTTERFIELD & SWINE	On 15th June, at 4 P.M.	
ALSTRAILIAN PORTS via MANILA	YAWATA MARU	Jap. str.	J. Minson	NIPPON YUSEN KAISHA	On 12th June, at Noon.	
ALSTRAILIAN PORTS via MANILA	MANILA	Jap. str.	T. Harrison	NIPPON YUSEN KAISHA	On 18th June, at 5 P.M.	
ALSTRAILIAN PORTS via MANILA	NIKKO MARU	Jap. str.		NIPPON YUSEN KAISHA	On 10th July, at Noon.	
VIADIVOSTOCK	CURONIA	Rus. str.		MELCHERS & CO.	About 24th June.	
MOJI & KOBE	TAKASAKI MARU	Jap. str.	A. Mockler	NIPPON YUSEN KAISHA	On 2nd June.	
KOBE (DIRECT)	SOSHU MARU	Jap. str.	T. Fuseno	OSAKA SHOSEN KAISHA	On 1st June, at 10 A.M.	
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	T. Harrison	NIPPON YUSEN KAISHA	On 10th June, at Noon.	
JAPAN	TIJODAS	Dut. str.	Zwart	JAVA-CHINA-JAPAN LINI	Quick despatch.	
CHINGWANGTAO, JAPAN, AMERICA, &c.	AMBALA MAGON	Fr. str.	T. Stahr	HAMBURG-AMERIKA LINIE	On 4th June.	
TSINGTAU, NAGASAKI & VLADIVOSTOCK	KOWLOON	Ger. str.	F. Mooney	JARDINE, MATHESON & CO. LTD.	On 5th June, at Noon.	
TIENTSIEN	CHIPSHING	Brit. str.	A. E. Sandbach	JARDINE, MATHESON & CO. LTD.	To-morrow, at Daylight.	
SHANGHAI via SWATOW	HANGSANG	Brit. str.	Malchow	HAMBURG-AMERIKA LINIE	On 4th June.	
SHANGHAI YOKOHAMA & KOBE	DORTMUND	Ger. str.	Rud. Meyer	MELCHERS & CO.	About 3rd June.	
SHANGHAI NAGASAKI, KOBE & YOKOHAMA	KLIMZ	Am. str.	C. C. Talbot, R.N.R.	P. & O. S. N. CO.	End of May.	
SHANGHAI MOJI, KOBE & YOKOHAMA	SADDINIA	Brit. str.	M. H. Lake	HAMBURG-AMERIKA LINIE	About 5th June.	
SHANGHAI YOKOHAMA & KOBE	POLYNESIEN	Brit. str.	B. Smith	MESSAGERIES MARITIMES	On 6th June, at 3 P.M.	
SHANGHAI YOKOHAMA, KOBE & MOJI	NAMBOANG	Brit. str.	Ijichi	JARDINE, MATHESON & CO. LTD.	On 6th June, at Noon.	
SHANGHAI YOKOHAMA & AMOY	TIJMAHI	Brit. str.	Passmore	OSAKA SHOSEN KAISHA	Quick despatch.	
FOOCHOW via SWATOW & AMOY	JOSHIN MARU	Jap. str.	H. A. Wall	DODWELL & SWINE	To-morrow, at 9 A.M.	
SWATOW & SHANGHAI	BUJUN MARU	Jap. str.	Spink	BUTTERFIELD & SWINE	On 2nd June, at 11 A.M.	
SWATOW & SHANGHAI	HAICHING	Brit. str.	Rodger	BUTTERFIELD & SWINE	To-morrow, at Noon.	
HOIHOW & HAIHPONG	KIUKTANG	Brit. str.	W. Outerbridge	BUTTERFIELD & SWINE	On 2nd June, at 9 A.M.	
MANILA	TEAN	Brit. str.	S. J. Payne	JARDINE, MATHESON & CO. LTD.	To-day, at Noon.	
MANILA	LOONGSANG	Brit. str.	R. Almond	JARDINE, MATHESON & CO. LTD.	On 5th June, at 3 P.M.	
MANILA	RUBI	Brit. str.	T. Meyrick	SHEWAN, TOME'S & CO.	On 6th June, at Noon.	
MANILA	YUNENSANG	Brit. str.	F. Sembl	MELCHERS & CO.	On 12th June, at 4 P.M.	
KUDAT & SANDAKAN	BOENKO	Ger. str.	J. Hands	NIPPON YUSEN KAISHA	About End of June.	
BOMBAY via SINGAPORE & PENANG	MOTORI MALU	Ital. str.	Balch	CAELBOW & CO.	On 5th June.	
BOMBAY via SINGAPORE & PENANG	LECHIA	Brit. str.	Bradley	JARDINE, MATHESON & CO. LTD.	On 10th June, at Noon.	
SINGAPORE, PENANG & CALUTTA	KUTANG	Brit. str.	Pander	JAVA-CHINA-JAPAN LINI	About 1st June.	
BATAVIA, CHERIBON, SAMARANG, &c.	TJIPANAS	Dut. str.				

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

POST OFFICE NOTICE

FOR	FROM	DATE
Bangkok.....	Rangoon.....	Saturday, 30th, 9.00 A.M.
Singapore, Penang and Calcutta.....	Zafiro.....	Saturday, 30th, 10.00 A.M.
Manila.....		Saturday, 30th, 10.00 A.M.
EUROPE &c, India via Tuticorin.....		Printed Matter and Samples.....
(Late Letters 11.00 A.M. to Noon Extra Postage 10 cents)		Registration
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)		10.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		10.45 A.M.
Haridwar.....		Registration, Kowloon D.O.
Macao.....		No late fee.....
Shanghai and Hangkow.....		Letters
Amoy.....		11.00 A.M.
Chengtu.....		Saturday, 30th, NOON.
Hangchow.....		Saturday, 30th, 1.15 P.M.
Hangchow.....		Saturday, 30th, 3.00 P.M.
Hangchow.....		Saturday, 30th, 5.00 P.M.
Hangchow.....		Saturday, 30th, 5.00 P.M.
Hangchow.....		Saturday, 30th, 5.00 P.M.
Hangchow.....		Saturday, 30th, 5.00 P.M.
Hangchow.....		Sunday, 31st, 9.00 A.M.
Hangchow.....		Sunday, 31st, 9.00 A.M.
Hokkow and Haiphong.....		— JUNE —
		Tuesday, 2nd, 8.00 A.M.
		Tuesday, 2nd, 8.00 A.M.
		Printed Matter and Samples.....
		Registration
		10.00 A.M.
		10.45 A.M.
		Registration, Kowloon D.O.
		No late fee.....
		Letters
		11.00 A.M.
		Tuesday, 2nd, 3.00 P.M.
		Wednesday, 3rd, 10.00 A.M.
		Printed Matter and Samples.....
		Registration
		10.00 A.M.
		10.45 A.M.
		Registration, Kowloon D.O.
		No late fee.....
		Letters
		11.00 A.M.
		Tuesday, 2nd, 3.00 P.M.
		Wednesday, 3rd, 10.00 A.M.
		Printed Matter and Samples.....
		Registration
		10.00 A.M.
		10.45 A.M.
		Registration, Kowloon D.O.
		No late fee.....
		Letters
		11.00 A.M.
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		Wednesday, 3rd, 10.00 A.M.
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		10.45 A.M.
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		Tuesday, 2nd, 3.00 P.M.
		Wednesday, 3rd, 10.00 A.M.
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		Wednesday, 3rd, 10.00 A.M.
		Printed Matter and Samples.....
		Registration
		10.00 A.M.
		10.45 A.M.

SHIPS AND SHIPPING.

The following notes are from the *Daily Telegraph*:

Past experience proves that there is no small thing as finality in the size of ships. Consequently, when people talk about a steamer 1,600ft long, they are speaking of something which is quite within the range of probability. But there is no particular virtue in the length just named, and it is impossible to suppose that there is no stopping-place between the new *Cunarders*, which are just under 800ft, and a vessel which shall be at least 200ft longer. Steamers do not increase in length, especially at their present stage, by jumps of 200ft. For these reasons there need be no surprise that the White Star Line denies the soft impeachment that it is going to build even one 1,000ft steamer immediately. It is contemplating the construction of a very large vessel, and she will probably be called the Olympic, but some time may elapse before the order is given out.

Reduced to their proper properties, the facts seem to be that the White Star is going to build a bigger vessel than the Adriatic for its New York service, but that she will not have the extreme length suggested. We must, therefore, wait a while for the 1,000ft ship, although Lord Piero is quite ready to produce her. It is common knowledge, indeed, that Messrs. Harland and Wolff have been preparing berths which will enable vessels considerably longer than any hitherto constructed to be turned out. One of these berths has always been assigned by rumour to a White Star boat, and another to a big ship, intended to be called the Europa, which was to be built for the Hamburg-American Line. But Herr Ballin decided, in the present state of the North Atlantic passenger traffic, not to proceed with his levitation. It may be that the same consideration has also to some extent influenced the White Star Line.

These big berths in the Belfast yard are not the only things which point to the eventual production of the 1,000ft ship. Certain works are proceeding at Southampton in connection with the new dock which clearly anticipate the advent of vessels of that length. Probably before such a ship actually appears there will be accommodation for her and others of the same class at the Hampshire port. Southampton therefore is looking ahead, as it ought to do. Although there is no immediate prospect that those favourite steamers, the Majestic and the Teutonic, will be superseded in the Southampton New York service, it must eventually be their fate to give place to much larger vessels, and quite possibly to steamers whose propelling power will be derived from a combination of the turbines and the reciprocating engine.

Future relations of the White Star Line with Canada are the subject of a whole crop of rumours. According to one account, the two Dominion liners "Alberta" and "Albany," now building at Belfast, are to be put on the Canadian route next spring, in conjunction with a couple of White Star liners, and are to give a service alternately from Liverpool and Southampton. The suggestion is that the new service represents an arrangement which has been made with the Grand Trunk Railway of Canada, which is understood always to have envied the Canadian Pacific Railway Company its service of swift Atlantic steamer. But whatever these reports may portend, it is clear that the Canadian Pacific Company has no intention of being left out in the cold. Sir Thomas Shaughnessy, its president, is expected over here this week, in order to consult with the Imperial Government respecting the future of the company's sea services. The Canadian Pacific, as is well known, is ready to build still faster and larger liners, not only for the service between Liverpool and Canada, but for that between Vancouver and the Far East. In short, Sir Thomas Shaughnessy's view is that the Canadian Pacific route is the only All Red route worth talking about.

Peninsular and Oriental steamers have black hulls with a white riband, but the newest addition to the company's fleet the "Salsette" is to be painted white, for the reason that she is to be entirely employed in the tropics. It will be her business to run between Aden and Bombay. It is well known that a white as distinguished from a black hull will make all the difference to the temperature of the interior of a ship. The wonder is, therefore, not that the "Salsette" is to be painted white, but that all passenger steamers which trade to tropical countries have not long since abandoned black paint. It is curious how tradition operates in these matters. It was, for instance, some sixty years after the inception of the Royal Mail Steam Packet Company that the desirability of painting the hulls of the steamers a light colour was officially recognised.

Under the Port of London Bill, as introduced by Mr. Lloyd-George, the new authority will have nothing whatever to do with the lighting of the River Thames, notwithstanding that the port will be left in the hands of Trinity House, notwithstanding that the Royal Commission recommended otherwise. As the bill stands, therefore, the shipowners of London will continue to occupy a more favourable position than those of the Mersey, for instance, for the reason that the cost of lighting the port will still fall on the general lighthouse fund, whereas Liverpool will pay for its own lights. This aspect of the case has not escaped the notice of the Slipway Parliamentary Committee, which has passed a resolution declaring that, in accordance with the practice followed at other large ports, the port authority for London should control, and be responsible for the cost of the lighthouses service of the port. An effort is to be made to give effect to the resolution by securing an amendment of the Government's bill. But the opposition of London shipowners has to be reckoned with.

Two big craft of an unusual type have lately paid their first visit to the Thames. They are the steamer "Iroquois" and the barge "Navaho," which between them brought across from New York on their maiden voyage two enormous cargoes of bulk oil. The two vessels are pretty much identical in size and carrying capacity, but the "Iroquois" supplies the motive power for both, towing the "Navaho" at a respectful distance. The last-mentioned vessel is the largest ocean-going oil barge in the world, if the term "barge" can be applied to a boat 450ft long, with half a dozen masts, electric lighting, wireless telegraphy, and other important equipments. It took the two vessels some seventeen days to get across from New York to the Thames, the "Navaho" being as far as she could with her sails. The two ships came no great distance up the Thames, otherwise the London public would probably have displayed a considerable amount of interest in them.

The new Allan liner "Hesperian," which had just made her trial trip, attained a mean speed of 16½ knots over the measured mile at 5½ knots. The "Hesperian," which is a twin-screw steamer of 10,000 tons, is a sister ship to the "Grampian," but possesses a number of improvements, principally in the internal fittings. The

passenger accommodation, especially the third class, represents a great advance. The "Grampian," "Hesperian," "Ionian," and "Prestonian" are to be employed in the Glasgow section of the Allan Line, supplementing the mail service from Liverpool, in which the turbines Victorian and Virginian, and the twin-screw steamers "Corolian" and "Tunisian," are engaged. The "Hesperian" and the "Grampian" are intended to maintain a sea speed that will enable the passage between Glasgow and Quebec to be made in less than a week.

Southampton is by no means satisfied with being chosen as a torpedo base by the Admiralty. Its latest ambition is apparently to become a great entrepot for the coffee trade, and to attract to Southampton a share of the large business in that article which now goes to Hamburg. The proprietors of the docks and the managers of the Royal Mail Steam Packet Company have had the matter under discussion, and it is stated that provision had been made for storing in the dock warehouses a million bags of coffee, with more accommodation to follow as required. Every one will wish well to the effort, because, while Southampton has made remarkable progress as a passenger port, it has rather lagged behind as a centre for the importation and distribution of foreign produce on an extensive scale. If this endeavour should succeed it obviously opens up considerable possibilities in respect of other articles besides coffee.

It is worth noting that once again an American Ship Subsidy Bill has come to grief, notwithstanding the persistent contention of the shipbuilders and shippers of the United States that some such legislation is required to secure the re-establishment of the foreign-going mercantile marine. In its way the bill which is now to be dropped was a bold experiment. It proposed to give a trifl of about £5,000 per annum for the encouragement of ocean mail services. But public opinion in America has apparently still to be convinced that it is only by means of subsidies that the United States flag can be developed. People in the middle States, in particular, do not see why they should pay shipping subsidies when they can get their produce carried cheaply enough under foreign flags.

THE FOREIGN MERCHANT IN JAPAN

The *Times* correspondent at Tokyo wrote on April 6th:

The future of the foreign merchant in Japan constituted a topic of interesting comment at a recent meeting of the Yokohama Foreign Board of Trade. It may be remarked in passing that within the past two years the residents of Japan's premier settlement have begun to display a greatly increased measure of public spirit, mainly through the medium of a newly-organized Board of Trade, which not only interests itself actively in all matters of general concern, but has also obtained official recognition at the representative of the foreign residents in municipal matters.

Long noticeable had been the fact that the foreign community adopted a *laissez-aller* demeanour towards public affairs, and that, while complaints were often formulated and suggestions advanced by correspondents of the local newspapers, the isolated character of these utterances and their frequently intemperate tone deprived them of the value they might otherwise have possessed. This state of things has been remedied by the establishment of the Foreign Board of Trade, which includes all nationalities among its members, and, in addition to unique value as an investigator and exponent of trade conditions, has established friendly and intimate relations with the Japanese Government so that the latter welcomes and profits a little by the board's reports and representations.

NATIVE RIVALRY.

Last July, *The Times* published in its Financial and Commercial Supplement an article from me discussing the future of the foreign merchant in Japan, and arriving at the conclusion that his some time great share in the country's overseas commerce is in process of gradual diminution, owing to very active intrusions on the part of the Japanese middleman, who, not unaturally, counts it an implied reproach to his competence that he cannot do his country's business without alien aid. It was pointed out that this desire for independence had been stimulated by certain peculiar commercial methods which, though essential from the foreign merchant's point of view, were irksome to the Japanese—first, as being based on an assumption of native untrustworthiness, and secondly, as affording opportunities occasionally utilized by foreigners more shrewd than scrupulous. Unfortunately this analysis was read as reflecting upon the ability and morality of the British merchant in particular—on his ability because he allowed his *sojourner* to slip from his grasp, and on his morality because he abused abnormal circumstances. As a matter of fact the British merchant was not even once referred to directly from the beginning to the end of the article, and, equally, as a matter of fact, the British merchant, throughout the history of Yokohama, has never been connected with the irregularities referred to. It may be said with strict truth that the general average of commercial morality is higher among the foreign residents of Yokohama than among any community elsewhere of similar size not specially selected. But it may also be said—and this is not in my own opinion based on over 40 years' experience, it is also a conviction which I have known to be prevalent among the Japanese—that, speaking broadly, the British merchant stands in a class by himself, just as the British Judge does. In point of straight fair dealing, other nationalities contrast rather than compare with him, presuming, of course, that this applies to the general level, not to the numerous exceptions elevated above it. By the British merchant, too, were laid the foundations of Japan's foreign commerce in the Meiji era, and by him now has been built a large part of the fine edifice now standing thereon. Yet there is no doubt that he and his able *confidants* of other nationalities are gradually losing the paramount position they once occupied in that commerce. Their native rival is displacing them. Whether, in the last resort, however, room will not remain for them is a question which the events of the past few months have helped to answer. It has always to be remembered that if the percentage of the foreigner's share in the trade is growing smaller, the volume of the trade itself increases in a much greater ratio. To monopolize a business of a hundred million yen is five times as insignificant an operation as to do one-half of a million of a thousand millions. Hence, though the foreign middleman has to be content with a diminishing proportion, what remains to him is great by contrast with what preceded, and there is, moreover, well-founded hope that his own pictures business will in the meanwhile discover new opportunities of profitable usefulness.

THE NEED OF FOREIGN CAPITAL.

These features have been recognized from the first. But recent experiences have intensified another aspect of the problem. Can Japan afford to dispense with the resident foreign merchant in his role of capitalist? Can she, in the

absence of his co-operation, finance her over-seas commerce without detriment to her development in other directions? Capital is her great want.

She has not enough to go round. In Hokkaido, in Sashikai, in Korea, in Manchuria, and in Formosa, to say nothing of the home island, great opportunities lie below for want of funds to cultivate them; and if, in the presence of this urgency, she is relieved from the pressure of having to finance for foreign commerce, she ought to welcome and forthwith the relief instead of obeying a sentimental inclination to become independent of it. This phase of the question was eloquently represented at the recent meeting of the Yokohama Foreign Board of Trade by the chairman, Mr. C. V. S. S. who enjoys the reputation of being among the very ablest and most far-sighted merchants in the East. One passage of his long and admirable speech may be quoted:

"The temporary excesses of floating capital, first due to the indemnity secured from China in 1895 and later to the foreign-war loans had to find some occupation, and were used to give support to the efforts to capture external trade. Now that internal requirements are absorbing so much money, the Japanese capital finds a higher return within the country, and the Japanese banker begins to see the uses of sacrificing this more profitable business for the sake of import or export trades whose means are often scanty to stand the inevitable risks of failing markets. Of course, certain long-established and well-managed Japanese houses will always remain in the trade, but such firms have suffered equally with ourselves from the mushroom-like nature of so many recently established concerns. Slowly but surely the difficulties of procuring foreign capital for purely internal affairs, improvements, and industries are being recognized. On the other hand it is gradually being appreciated that the large sum necessary for carrying on external trade, for instance, in the case—bringing the markets of the world to the gateway of Japan, can always be provided by the foreign merchant, who only asks as compensation a just and moderate profit for the actual services rendered. In fact there is no other way in which the much-needed foreign capital can be secured so automatically, so plentifully, and to such good purpose, setting free Japanese capital for use in the field of much-needed internal development where the immediate results are more profitable and at the same time of permanent and ever-increasing benefit to the nation at large."

What has chiefly given pause to the activity of the Japanese "direct trader"—as he is called when he seeks to dispense with the aid of the resident foreigners—is that last year he had to face constantly falling markets, so that he finds himself now carrying large stocks which cannot be realized without loss. These stocks are not so great as they were in the previous period of depression, seven or eight years ago, but they are quite sufficient to suggest that the co-operation of the foreign merchant and the foreign banker is desirable and very comforting.

TRADE BETWEEN THE EAST AND WESTERN NATIONS.

Another feature of Mr. Sale's speech which elicited applause from his audience of experienced business men was a protest against the now too prevalent habit of denouncing all Japanese commercial expansion as a menace to the commerce of Western nations, and against the growth of a disposition to associate it with unfair competitive devices. In the matter of more volume, every pound sterling added to Japan's exports during the past decade was met by 29 pounds sterling added to the exports of each of the three great trading nations of the Occident (England, the United States and Germany); and if we turn to imports, we find that Japan's purchases from Europe in 1907 amounted to 103 millions sterling, against 92 millions in 1897, while from America her purchases in the same years were 8.3 millions and 1.23 millions respectively. If, then, Japan is expanding, it is clear that the foreign merchant is not merely a friend and intimate of the foreign merchant and the foreign banker is desirable and very comforting.

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